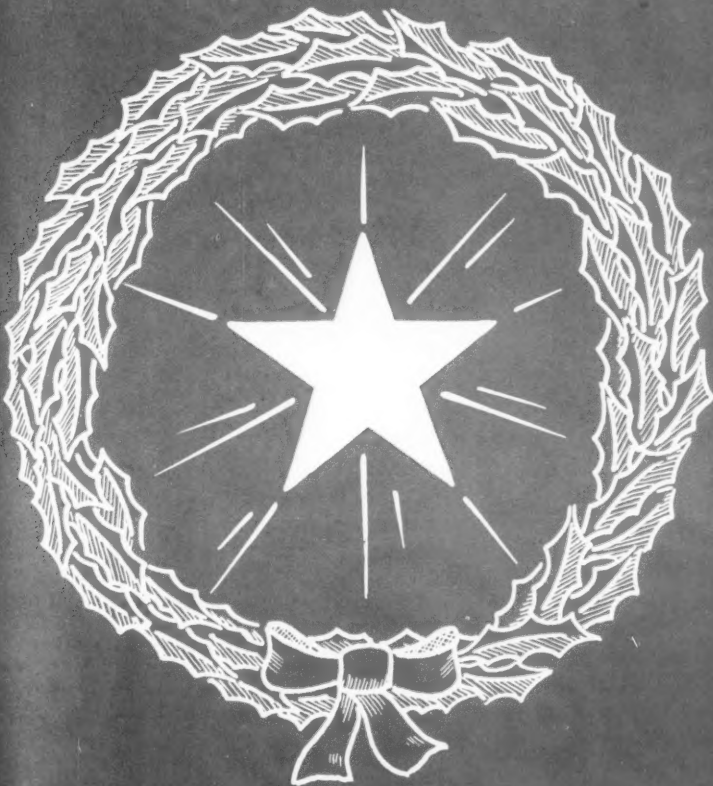


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DECEMBER 1951

# ARMY INFORMATION DIGEST

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CHRISTMAS AROUND THE WORLD

# ARMY INFORMATION DIGEST



ARMY INFORMATION DIGEST, an official Department of the Army publication, is published monthly under the supervision of the Commandant, Armed Forces Information School, Fort Slocum, New York, on behalf of the Chief of Information, Department of the Army. The DIGEST provides timely and authoritative information on the policies, plans and operations of the Department of Defense, the Department of the Army, the other services and the reserve components. Material in the DIGEST may be reprinted with credit to ARMY INFORMATION DIGEST and to the author.

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*The printing of this publication has been approved by the Director of the Bureau of the Budget 21 November 1947.*

## DISTRIBUTION:

Arm & Svc Bd (1); AFF (75); AA Comd (5); MDW (29); A (26); CHQ (12); D (16); B (3); R (4); Bn (2); C (1); FC (4); Sch (25) exc USMA, C&GSC, AWC, AFIS; PMS&T (2); Dep (2); GH (80); SH (15); Pers Cen (3); PE (4); Ars (2); Dist (1) exc Mil Dist (2); Rctg Dist (4); Rctg Main Sta (1); Rctg Sta (1); Dspln Bks (5); Div Eng (1); Special distribution.

(For explanation of distribution formula see SR 310-90-1.)

## CHRISTMAS EVERYWHERE

At far-flung outposts, in peacetime and under fire, the American serviceman during the past decade has observed Christmas everywhere from cathedrals to quonset huts. A DIGEST pictorial feature shows variegated Christmas customs and Nativity scenes witnessed by American soldiers during and since World War II.

Helping to make Christmas as cheerful as possible for service personnel, the American National Red Cross is carrying on its traditional program for hospitalized servicemen and for other military personnel at isolated duty stations, as recounted in "The Red Cross Plays Santa Claus."

## INSPECTORS AT WORK

Since their appointment in September 1950, the three Inspectors of Infantry, Artillery and Armor have exerted a salutary influence on the efficiency, training and morale of their respective combat arms. In this issue the role of Inspectors on the staff of the Chief of Army Field Forces is reviewed.

One of the direct results of Inspector activity has been the reactivation of the Camp Irwin, California, Armored Combat Training Area, also described in this issue.

## NAVY ACTION IN KOREA

Continuing its coverage of the Korean conflict, the DIGEST swings the spotlight to Navy action in Korean waters where during the first year of operations the tasks of minesweeping, amphibious supply, off-shore bombardment and aerial strikes on inland targets have been carried out with devastating effect.

Subscriptions (\$1.50 per year to domestic or APO addresses; \$2.00 to other addresses) may be forwarded to Book Department, Armed Forces Information School, Fort Slocum, New York, or Superintendent of Documents, Government Printing Office, Washington 25, D. C.; single issues (price 15 cents) through Superintendent of Documents only.

U. S. Government Printing Office : 1951

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## Christmas Around The World

**D**URING the past decade more Americans have celebrated Christmas in more different parts of the world than ever before. In combat, in occupation, in peacetime garrison duty, from the Arctic to the tropics, nothing has been permitted to interfere with at least a token observance of the season.

It may have been the introduction of the Christmas theme, both religious and secular, to peoples who had never heard of it before. It may have been witnessing and participating in festivities in lands which have had their own local legends and traditional observances of Christmas for hundreds of years. It may have been limited to a Quartermaster-provided turkey dinner eaten in a front-line area; or it may have been a full-scale typically big-hearted servicemen's party for local children— orphaned, homeless or destitute.

Whatever it was, wherever it was, if there was an American serviceman around, there was the spirit and vision of Christmas.



ENGLAND

U. S. Army Photograph



ICELAND

U. S. Army Photograph



GERMANY

Dena-Bild



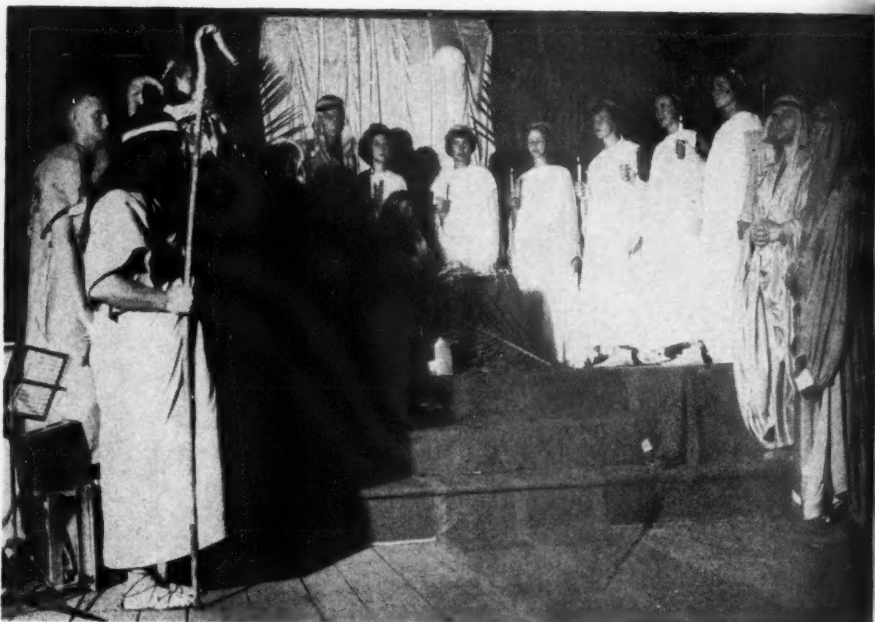
FRANCE

U. S. Army Photograph



TRIESTE

U. S. Army Photograph



NEW GUINEA

U. S. Army Photograph



BURMA

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CANAL ZONE

USAF Photograph





JAPAN

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LUXEMBOURG

U. S. Army Photograph



JAPAN

U. S. Army Photograph

# THE NAVY IN KOREAN WATERS

By

LIEUTENANT HARRY K. GRIFFIN

A SALVO of 5-inch shells from the cruiser *USS Juneau* near Chumunjin on 29 June 1950 announced to the enemy the beginning of the United States Navy's direct support of the United Nations' war effort in Korea.

During the year that followed this first salvo, more than seventy million pounds of high explosives were dumped on enemy troops and positions by naval forces, adding 57,000 names to the Communist casualty lists and destroying vast amounts of enemy materiel.

From Pusan to the Yalu, from the air, from the sea and on the land, naval strength has been tirelessly directed in support of the ground forces as the battle lines seesawed up and down.

On 25 June 1950, when North Korean units first crossed the 38th Parallel, United States naval forces in Japanese waters consisted of one cruiser, the *USS Juneau*, and four destroyers. Operating out of the Philippines as the Seventh Fleet were the *Essex*-class carrier *USS Valley Forge*, the heavy cruiser *USS Rochester* and a squadron of destroyers. Ten British Commonwealth ships of the Far East station were visiting Japanese ports.

Within a few weeks, this light naval force had become a formidable fleet of nearly 400 ships. Before three months had passed, Navy amphibious forces had directed the large-scale landing at Inchon which resulted in cracking up the North Korean withdrawal and prefaced the push to the Yalu River.

At the end of World War II, the United States Navy was the largest, most powerful sea force in history. Thousands of ships, from carriers and battleships to patrol craft and landing craft, had been built and manned in the tremendous effort against the enemy in the Atlantic and the Pacific. A large part of this investment in ships was placed in "mothballs" in the Atlantic and Pacific Reserve Fleets. Carefully

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LIEUTENANT HARRY K. GRIFFIN, USN, recently completed a tour of duty with the Far East Command. Currently he is Public Information Officer, Potomac River Naval Command, Washington, D.C.

conditioned by paint, preservatives and dehydrating machinery, many of these ships, like the carriers *Princeton*, *Essex* and *Bon Homme Richard*, the battleship *New Jersey* and several smaller craft, were reconditioned and sent into action within a period of a few weeks. Both the speed with which these ships were returned to duty and the financial savings realized in having ships already afloat proved the wisdom of maintaining these "stockpiles" of sea power during periods of relative international calm. (See "Revitalizing the Mothball Fleet," July 1951 DIGEST.)

Forty-eight hours after the outbreak of hostilities in Korea, the Chief of Naval Operations appointed Vice Admiral C. Turner Joy as Commander, Naval Forces Far East. Directed to support United States and United Nations policy in Korean waters, Admiral Joy organized three combat task forces under the afloat direction of Commander, Seventh Fleet.

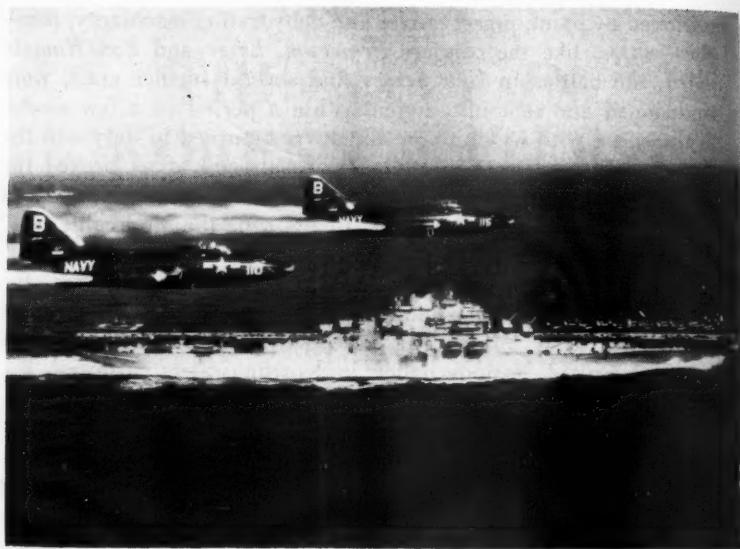
Fast Carrier Task Force 77, which normally includes two *Essex*-class carriers, a supporting cruiser and a destroyer screen, has ranged up and down the Korean east coast in the Sea of Japan, sending air strikes against the enemy, principally in close air support missions and in interdiction of Communist supplies flowing southward from the Manchurian border.

Second of the task forces, and largest in number of ships, is the United Nations Blockade and Escort Force, Task Force 95. Ships of this force include carriers, a battleship, cruisers, destroyers, frigates, minesweepers and many miscellaneous vessels. Effectively covering almost the entire coast line of Korea, they protect supply lines, sweep mines, destroy enemy shipping and fishing boats and bombard troop concentrations, emplacements and supply points.

Task Force 90, the amphibious force, made military history at Inchon, Hungnam, Chinnampo and Wonsan. Between such major operations this force is maintained in a high state of readiness to carry out landing or redeployment missions when and where required.

There has been little effective opposition to United Nations naval operations in Korean waters in the form of enemy surface or air forces. Naval units quickly secured and continued to maintain control of the sea around Korea. As the course of action developed, naval forces have been relatively free to participate heavily in each major phase according to their special abilities.

On 2 July 1950, naval units engaged and destroyed five out of a group of six North Korean motor torpedo boats off the east coast near Samchok. Two days later a blockade of the Korean peninsula was ordered and systematic destruction of North Korean naval forces began with the sinking by the *Juneau* of six more enemy ships.



Carrier task force Panther jet planes and the *USS Princeton* range Korean waters in search of targets.

U. S. Navy Photograph



Logistical support in Korea includes the re-supply of amphibious operations in addition to regular sea transport.

U. S. Navy Photograph



Naval air power was thrown into the conflict on 3 July when Corsairs, Skyraiders and Panther jet fighters, launched from the *USS Valley Forge* in the Yellow Sea, struck North Korean airfields in the Pyongyang area. The first two days of action by United States and Royal Navy carrier pilots resulted in the destruction of two YAK-9s in the air, eight other enemy planes on Pyongyang airfield, thirteen locomotives, three trains, two gunboats, several airplane hangars, bridge approaches, many trucks and enemy troops. These strikes cast an ominous shadow of things to come.

Early in August the 1st Marine Division stepped ashore in Korea and took its place beside other United Nations ground forces attempting to stem the Communist advance. The day following the Marine landing, Marine flyers from the escort carriers *USS Badoeng Strait* and *USS Sicily* saw their first Korean action as they struck enemy targets in the Chinju sector.

As August ended, United Nations ground forces had turned the enemy and had begun attacks which were to carry them successfully to the Manchurian border. On 15 September, at Inchon on the west coast, the Navy put ashore ground forces which stabbed toward Seoul and the center of the peninsula. Enemy forces withdrawing from the south were forced into a disorganized retreat.

The name of the battleship *USS Missouri* appeared in the news on the same day her 16-inch guns began a bombardment of the east coast port of Wonsan, intended to divert enemy strength from the center and western part of the lines. She continued to throw the weight of her big guns against enemy targets for six months, then was relieved by the newly recommissioned battleship *USS New Jersey*.

With November came the apparent death blow to North Korean organized resistance. But the Chinese Communists countered United Nations success with overwhelming numbers of "volunteer" soldiers pouring down into Korea from Manchuria. The tide again turned and our ground forces found themselves forced to withdraw hastily in the sub-zero cold and blizzards of December and January.

Again naval units played their appropriate role. Thousands of friendly Korean civilians were evacuated from the Chinnampo area. Then United Nations troops reached the ports of Wonsan, Inchon and Hungnam and the greatest redeployment by sea in history began.

During the two-week period ending 24 December, 193 ships of various types removed 105,000 military personnel, 91,000 civilians, 17,500 vehicles and 350,000 measurement tons of supplies from the Hungnam beach alone, including the valiant Marines who had fought their way down to the sea from encirclement at Chosin.

The longest sustained naval bombardment of a city in history began

in mid-February 1951. By the first anniversary of the opening of hostilities in June, the east coast port of Wonsan had been shelled by naval guns for 130 consecutive days. During the siege more than 8000 enemy casualties were reported, with highway bridges, buildings, railroad facilities and gun emplacements receiving terrible damage from gunfire. At Songjin, sixty miles north of Wonsan, the enemy had been receiving a daily diet of shells from sea-based artillery since the second week in March.

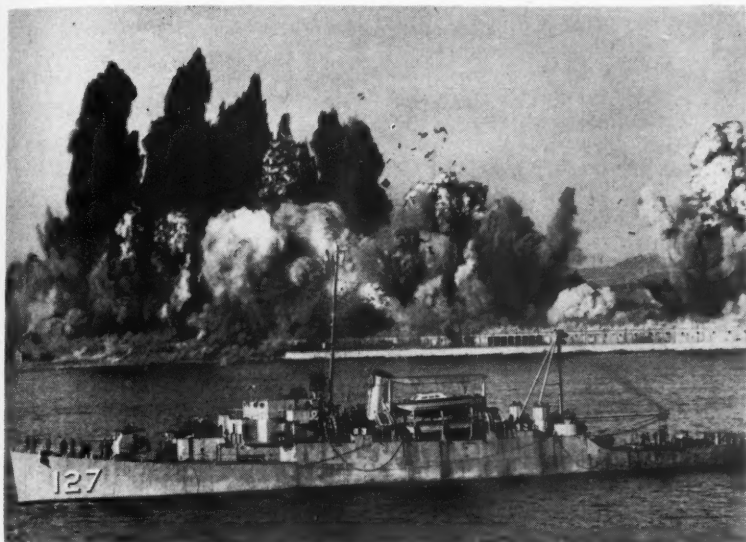
The importance of sea power in modern warfare has been re-emphasized in the Korean action. By controlling the sea approaches to Korea, by striking the enemy with the highly developed weapons of modern naval forces and by transporting and supplying its ground and air forces, the United Nations have been able effectively to combat the Communist aggression.

Although the bulk of the naval forces committed to Korean action are United States ships, ten other nations have sent naval units varying from carriers to frigates. These include the United Kingdom, France, Denmark, the Netherlands, Australia, New Zealand, Canada, the Republic of Korea, Colombia and Thailand. Usually attached to the Blockade and Escort Force, these ships have joined with United States Navy vessels in the constant surveillance of both east and west coasts of Korea. They have effectively prevented the enemy from re-supplying his forces by sea, from redeploying his forces or from making amphibious assaults against our ground forces.

United Nations ships patrol thousands of miles of coast, bombarding enemy targets such as rail lines, vehicles, bridges and road junctions. Even fishing boats are inspected, since fishing is a vital source of food for the enemy. More than 1700 junks, sampans and other vessels were sunk or destroyed as possible blockade runners.

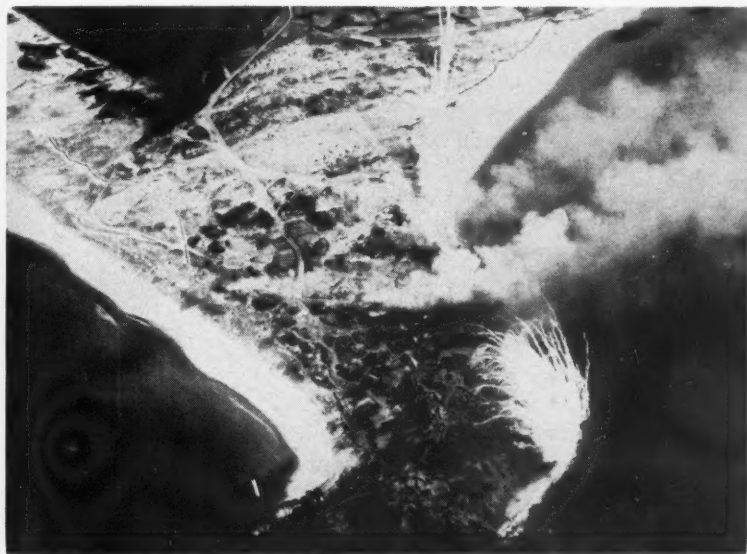
The accurate fire of blockade ships, from the 16-inch naval rifles of the battleships *USS Missouri* and *USS New Jersey* to the 20mm batteries of minesweepers, has effectively denied to the enemy the use of rail lines and roads along the coasts. He has been forced to move his supply lines inland or to use coastal routes only at night. Even during darkness the ships team up with Air Force and Navy intruder planes to blast enemy truck convoys and other supply movements, lighting a suspected area with star shells, then firing according to the air spotters' directions.

United Nations minesweepers have been constantly busy since the opening days of the campaign combatting the menace of extensive minefields sowed on both coasts by the Communists. Four United States sweeps have been sunk by mines in carrying out their missions and three destroyers have been damaged.



A Navy ship stands off Hungnam observing demolition of the waterfront after the withdrawal.

U. S. Navy Photograph



Relentless naval gunnery drops shells around Wonsan, one of the key Korean ports taken under siege.

U. S. Navy Photograph

The little sweeping vessels preceded the amphibious assaults at Inchon and Wonsan, clearing the assault areas of mines so that the big ships and landing craft could approach the beach. Despite the exhausting aspects of their work, which constantly varies between the extreme tension of danger and the boredom of routine, the sweeps continue to maintain clear channels for our ships on both coasts as well as to seek out and chart unexplored minefields. Every means of spotting enemy mines has been employed, including helicopters, patrol planes and open launches.

During amphibious operations the Blockade and Escort Force joined with fast transports, combat cargo and landing ships to help neutralize the beachhead area with thousands of rounds of shellfire. At Hungnam naval units maintained a protective ring of bombardment around the ground troops as the latter withdrew to the docks and boarded naval transports. Earlier their big guns had softened up the beach defenses preceding the Inchon invasion.

Off shore, in the Sea of Japan and in the Yellow Sea, carrier planes are launched around-the-clock for close and deep support of friendly ground forces in Korea. Navy and Marine pilots flew more than 67,000 sorties during the first year, losing 300 aircraft from all causes in that period. Meanwhile Corsairs and Skyraiders splashed more than a million pounds of deadly napalm on enemy targets.

Over Korea, naval airmen have waged a different kind of battle from that fought during World War II. There has been practically no effective air opposition since the first few weeks of the conflict. Targets have been enemy troops, supply lines and supply dumps rather than hostile aircraft, enemy ships and tropical island bases. Through weather ranging from the edges of typhoons to the extreme cold of Korean winter, the planes have hammered relentlessly at the enemy from just a few yards past our front lines to within sight of the Yalu River. They provided an air umbrella which protected ground forces in their retreat from the north after the Chinese Communist invasion; they pin-pointed strategic targets such as bridges, road junctions, rail lines and vehicles to such an extent that Communist supply traffic on the east coast of Korea dropped from about forty per cent of the total southward traffic to about one per cent in a period of a few months.

Although close air support by Navy and Marine pilots has been of great value, probably the Navy's most important achievement in direct attack upon the enemy has been the sustained interruption of Communist supply traffic toward their front lines from the Manchurian border. Forced off the road and rail lines by the incessant bombing, rocketing and napalming of supply routes, the Reds have

had to use pack animals and even civilians to carry supplies southward. Military observers estimate that the Communist spring offensive, which proved so costly to them in men and materiel, was delayed week after week past their planned kick-off date because of the effectiveness of the air interdiction by United Nations planes.

The enemy's appreciation of this effectiveness has been shown in his tremendous increase in antiaircraft weapons, which he has spotted over the entire North Korean area at locations likely to be attacked by aircraft. By requiring the enemy to devote so much effort to protecting himself from air attack, our air forces have further limited the Communists' ability to bring into action their own offensive weapons and reinforcements.

The record shows that Navy and Marine pilots accounted for 6500 enemy troops in 380 sorties during the Red spring offensive. Marine Air Wing pilots have been operating from both land and ship bases. From Korean airfields, they have flown hundreds of missions in support of Marine and other ground forces in the front lines. These missions have often seen Marine pilots called to bomb, rocket or napalm enemy troops and gun positions within a hundred or so yards of friendly troops. Marines have also operated from the little escort carriers such as the *USS Sicily* and *USS Badoeing Strait* off the Korean coast in the Yellow Sea.

The records of naval aviation have seen many "firsts" entered in the books. Panther jet fighters met enemy jets in aerial combat for the first time in Navy history; in April 1951 jet fighters carrying bombs were launched from carriers for the first time; Skyraider attack bombers made their first drop of aerial torpedoes—against the Hwachon Reservoir gates—in the first use of these weapons since World War II.

Perhaps no other type of naval operation requires as much detailed planning and precision of execution as the modern amphibious assault. Highly developed by the Navy during World War II in the Pacific, the Amphibious Force has made good use of those lessons and the refinements learned during recent years in executing amphibious assaults against the Korean enemy.

The "amphibs" made history at Inchon in September 1950 when, despite natural conditions such as thirty-foot tides, treacherous channels and dangerous currents, they successfully landed assault troops and 7000 tons of supplies on the first day of the attack. Other amphibious operations which brought the attack transports, combat cargo ships, LSTs, rocket-launching landing ships and specialized large and small landing craft into action, have taken place at Chinampo, Wonsan, Pohangdong, Iwon and Hungnam. The ability of



North Korean fishermen are carefully checked by naval blockade ships which protect the vital seaborne supply line.

U. S. Navy Photograph



Navy hospital ships carry on the important task of caring for and transporting wounded veterans of Korean battle action.

U. S. Navy Photograph



United Nations forces to land or withdraw by sea has contributed substantially to the defense of Korean independence.

Between operations, amphibious units have carried out a variety of missions for which the vessels are peculiarly suited. And even as they carry the fighting to the enemy, the amphibious men learn valuable lessons from the problems presented by the peculiarities of Korean hydrography.

Behind the naval combat forces, and without which their effectiveness would be extremely limited, stand the service forces—the transports, supply ships, reefers, oilers and ammunition ships which keep the Navy in action month after month despite the appalling distances involved. Across 4000 or more miles of ocean, through every kind of weather which the Pacific area can present, thousands of men and millions of tons of equipment and supplies of every sort—from meat and mail to munitions and movies—have been carried by the Navy and by the Military Sea Transportation Service (MSTS). The bombs, rockets, shells and other explosives which daily blast the enemy are carried by ammunition ships from the United States to Japan and from Japanese depots to task force ships at sea off Korea.

Ships in the “train,” as the Navy calls its supply line, vary from oilers carrying diesel oil, bunker fuel and aviation gasoline, to the recently developed stores ships—the floating supply depots of the fleet which carry thousands of miscellaneous items of cargo from winter flight clothing to electric light bulbs.

Replenishment day at sea is a busy one for most of the men aboard ship. Usually the supply ships make contact at the rendezvous point at “first light,” before the sun has reached the horizon. The supply ships set their course and the combat ships quickly swing alongside. Lines are passed from one ship to the other, then the “high line” is rigged or, in the case of oilers, the flexible hoses are passed across and replenishment begins. Pumps drive thousands of gallons of fuel from the oiler into the bilge tanks of the fighting ships; cargo nets swing across the short span of water, carrying bombs, cartridge cases, napalm tanks, mail and crates of miscellaneous stores. If the ship being replenished is a carrier or a battleship, the sailors may find a small Navy band playing martial music from one of the gun mounts to relieve the strain of the hours of hard labor.

Usually the supply ship is replenishing one large vessel on one side and a smaller ship, perhaps a destroyer, on the other. By dusk, an entire task force plus several other ships from other forces have been stocked with food, fuel, ammunition and other supplies and can return to action for another week or so, depending upon the degree of activity. Further down the line, the carriers, cruisers or battleships

may themselves act as supply ships and refuel some of the smaller vessels which had remained on station during replenishment day.

Medical problems confronting Navy doctors in Korea were not so readily solved. But from one small dispensary at Yokosuka Naval Base, facilities and personnel were gradually built up and trained to handle the hundreds of Navy and Marine casualties resulting from the fierce fighting in Korea. At the outbreak of hostilities, only the hospital ship *HMS Maine* was available to return casualties by sea to dispensaries and hospitals in Japan. Through the first desperate weeks the *Maine* made trips between the Korean port of Pusan and the Japanese port of Sasebo on a turn-around schedule.

Air evacuation of casualties by Air Force planes was successful until the Communists pushed United Nations ground forces down to the Pusan perimeter and no airfield was available. But the tide of battle turned and hospital ships, relieved from the job of transporting wounded personnel, stood by at Pusan as floating hospitals. Within a few hours of being injured, casualties were receiving the benefits of treatment under ideal medical conditions.

In addition to carrying out their duties at Navy hospitals in Japan and aboard hospital ships, Navy doctors and hospitalmen have served in field hospitals with Army and Marine units since the early months of the campaign.

Once again, the Navy has called upon the officers and men of the Naval Reserve to man ships and planes of the expanded Navy. Entire squadrons, including aviators, ground crews and their planes were ready upon short notice to sail into combat aboard the carriers. Many thousands of other reservists in almost every rating have been called up to fill important jobs ashore and afloat. Without these men, whose war-learned skills are one of the Navy's valuable resources, our naval forces would have been sorely pressed to maintain even the minimum requirements of the action in the Far East.

The conflict in Korea has again proved that our national defense and the implementation of our national policy require the continued development of the highly specialized skills of the soldier, sailor and airman. Army, Navy and Air Force, each advancing the horizons of land, sea and air power respectively, can, working side by side as a defense team, keep our Nation secure and provide the free peoples of the world with enough might to maintain right.

# TRAINING AT THE ARMY GENERAL SCHOOL

*By*

BRIGADIER GENERAL EUGENE L. HARRISON

INDIAN war-whoops still echoed across the plains country in 1869 when the first of a series of Army service schools was organized at Fort Riley, Kansas, now the home of the Army General School. In those days, both instructors and students might be called out at any moment to march or ride against raiding parties striking with fire and scalping knife along the frontier. When not engaged in training or skirmishes with the Indians, Fort Riley personnel often rubbed elbows with such colorful figures as Buffalo Bill or Wild Bill Hickok who were frequent visitors to the post.

Eighty or more years later, times, conditions, materiel, weapons and concepts of warfare may have changed considerably but graduates of Fort Riley courses still are being called on to fill the Army's commitments on world-wide frontiers. And while the curriculum today may contain subjects the very names of which would be strange to the students of 80 years ago, the pioneer spirit of clear thinking and fast action to meet Army problems still prevails.

The mission of the Army General School today is to provide facilities, instruction and research for the training of officers and enlisted men in basic branch immaterial subjects preliminary to their further advanced training and schooling in specialized branch fields. In connection with this main mission, the School plays an important role in research and development of new doctrines for effectiveness in modern warfare.

Besides offering broad training in basic subjects, the School also conducts an Officer Candidate Division; it trains both officers and enlisted men in its Intelligence and Psychological Warfare Divisions and provides correspondence courses to personnel of the Regular Army, Organized Reserve Corps and the National Guard. The School is also the home of Aggressor—that mythical enemy force utilizing distinctive tactics and battle doctrine designed to create more realism in Army training.

All of these activities are controlled by three departments—

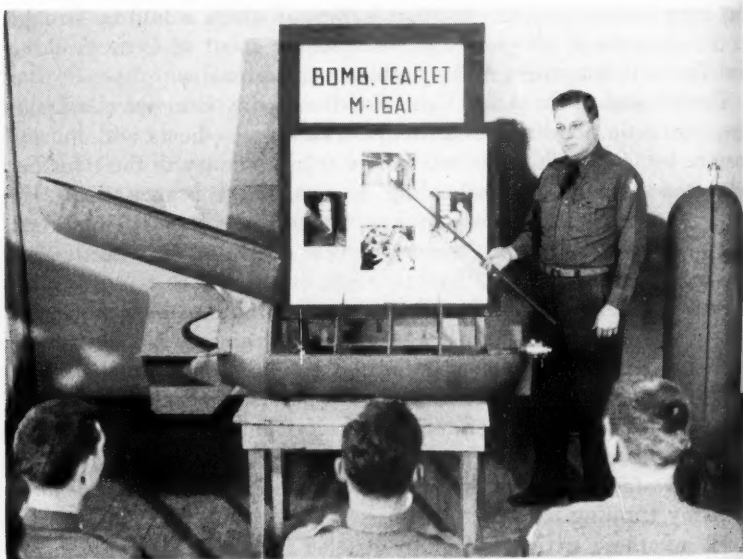
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BRIGADIER GENERAL EUGENE L. HARRISON, USA, is Commandant, Army General School, Fort Riley, Kansas.



An officer student questions an Aggressor trooper as part of the intelligence training in interrogation of prisoners.

U. S. Army Photograph



A psychological warfare instructor demonstrates the operation of bombs used in disseminating leaflets to the enemy.

U. S. Army Photograph

Resident Instruction, Non-Resident Instruction and Headquarters, Aggressor Cadre. Other sections of the School are the Allied Officer Board, Armed Forces Liaison Section, Research and Technical Analysis Board and the Department of Training Literature and Visual Aids. Each of these sections has its own special place in the Army's educational system.

One of the most unusual missions of the Army General School is to develop and perfect weapons, tactics and techniques of Aggressor, the force which provides live opposition in field exercises and maneuvers. This program exerts a wide influence in Army training. (See "The Maneuver Enemy," January 1950 DIGEST.)

Running the Aggressor program is a full-time job for Headquarters, Aggressor Cadre. The concept is elaborated in Field Manuals which describe its distinctive uniforms, tactics, equipment and order of battle. Prior to a scheduled maneuver, field operating teams are organized at the School. These teams work out a plan for enemy action, then provide the opposing United States troops with an intelligence build-up. Each team orients the troops who are to play the Aggressor role.

As in the recent Southern Pines maneuver, Aggressor lends realism by providing prisoners of war, casualties, radio command nets for radio intercept, psychological warfare activities and simulated combat. The School keeps uniforms and other equipment for these purposes and trains umpires for the maneuvers.

At the other end of the scale the School maintains two Scout Dog Platoons—the only units in the United States where a small number of dogs and their handlers are trained in field use of Army dogs. New methods of utilizing the animals for scouting and reconnaissance work are mapped out. During World War II, the so-called K9 Corps with its hundreds of dogs was well known to the public. Since the war, however, only a nucleus of dogs and trainers continues to function as a test group at Fort Riley. Although a small part of the huge School establishment, this activity reflects the School's continuing efforts in research and development and readiness for expansion in case of future need.

The only Army service school courses devoted exclusively to combat intelligence are conducted at the Army General School. The Intelligence Division of the Department of Resident Instruction offers a ten-week course for officers and a nine-week course for noncommissioned officers. Seven types of specialties are taught—general intelligence, aerial photo interpretation, order of battle, interrogation of prisoners of war, technical intelligence coordination, censorship, and strategic intelligence research and analysis. Officers receive instruction in all these topics, noncommissioned officers in the first four only.

The intelligence course culminates in a Command Post Exercise with students playing their specialized roles. The mock situation is derived from the actual invasion of Sicily by General Patton's Seventh Army on 10 July 1943 and covers the period of D minus 60 to D plus 2. Students form the staffs of the 1st and 3d Divisions, and umpires play the parts of division commanders and of commanders and staff officers of corps, army and supporting units. The problem gives the student an opportunity to apply all that he has learned in a realistic situation and to see how his specialty must be integrated with the entire intelligence picture.

Newest member of the Department of Resident Instruction is the Psychological Warfare Division where for the first time in the Nation's military history the Army is training officers in this specialty. Two courses so far have been established, one for officers and another for noncommissioned officers. Graduates of these courses may be assigned to either psychological warfare staffs or field operational units. Two types of psychological warfare units have been established in the Army—the Radio Broadcasting and Leaflet Group, usually assigned to a theater headquarters; and the Loudspeaker and Leaflet Company, attached to an army headquarters. The Radio Broadcasting and Leaflet Group prepares leaflets for bombing missions and operates mobile radio stations to issue propaganda to the enemy. The Loudspeaker and Leaflet Company disseminates its messages by loudspeakers in the front lines and by leaflets dropped from planes or fired in artillery shells. After receiving instruction in the nature of propaganda, students are trained to convert ordinary intelligence into material suitable for psychological warfare, to write propaganda leaflets and scripts, and to plan varied techniques of getting such material to the enemy. (See "Psychological Warfare Training," January 1951 DIGEST and "Organizing for Combat Propaganda," May 1951 DIGEST.)

After the extensive World War II Officer Candidate School program was suspended, Fort Riley operated the Army's only Officer Candidate Course. Since then, however, others (at the Infantry, Armor, Artillery, Signal and Engineer Schools) have been reopened, and still others are being reestablished at the Antiaircraft and Guided Missile Branch of the Artillery School and the Ordnance School. So far, more than 5000 young men have received commissions as second lieutenants at the Army General School, and every three weeks a class of about 100 additional officers is graduated. The officer candidates receive, among others, two final tests—the Military Stakes Competition and the Leader's Reaction Test. In both they must employ principles and techniques from every phase of the course.



The Military Stakes Competition is the modern equivalent of the older Cavalry Standard Stakes Competition. At each of the many stations in the competition, the candidate is required to apply the various skills or theories he has learned at the School. At one station he will be called upon to assemble a rifle and shoot for score at a target; at still another he must solve a map problem; at a third he is called on to adjust artillery fire. Other stations test his competence in combat intelligence, motors and communications. Grades are given on two points: how well the candidate performs the required problem at each station and how long it takes him to complete the entire competition.

Before taking the Leader's Reaction Test, the candidate completes 33 hours of classroom work in the principles and techniques of leadership, followed by a written examination and a practical exercise. As part of the test, each man serves as a leader, or serves as a follower when other members of his team are acting as leaders. The leader is confronted with a problem and is graded on how well he applies what he has learned in its solution. He may be asked to conduct a patrol, to build a simple bridge or to get a truck out of a mud-filled ditch.

The Department of Resident Instruction also furnishes facilities and instructor personnel to Fifth Army for the resident phases of its Special Associate Course—a combined resident and non-resident



Officer candidates at Fort Riley tackle a typical field problem as part of the Leader's Reaction Test.

U. S. Army Photograph

course extending over three years which provides the equivalent of the three-month resident Associate Course at the Command and General Staff College, Fort Leavenworth, Kansas. Making use of material provided by the Command and General Staff College, this special course consists of three two-week phases, with each phase requiring completion of correspondence work before the student arrives at Fort Riley for his two weeks of residence. The objective of the course is to prepare selected officers for duty as commanders or division general staff officers.

The Department of Non-Resident Instruction sends correspondence courses to more than 31,000 members of the Army and civilian components enrolled in 132 different subcourses. Four series of courses are offered. One series is for enlisted men preparing themselves for officer status while the other three are military intelligence courses for officers. During an average week the Department receives about 75 bags of mail containing some 27,000 answered lessons. The lessons are graded, processed and returned to the student, along with new material, within 24 hours.

The Army General School is the latest of the Army educational organizations established at Fort Riley. In 1869 the first service school was started there and in 1892 the School of Cavalry and Light Artillery was opened. Renamed the Mounted Service School in 1907, it was redesignated as the Cavalry School in 1919. The Intelligence School was moved to Fort Riley from Camp Ritchie, Maryland, in 1946 and was combined with the Cavalry School to form the Ground General School. In 1947 the Army Officer Candidate School was transferred from Fort Benning to the Ground General School. In January 1950, the School was given its present name.

During its long history as a school site, many famed military leaders served at Fort Riley. Patton Hall, one of the administrative buildings, is a memorial to General George S. Patton, Jr. who served there as a student and later as an instructor.

Keenly aware of their responsibilities, the students, staff and faculty of the School are today carrying on the tradition of Fort Riley. Through them the Army General School is exerting a profound influence throughout the Regular Army, the Organized Reserve Corps and the National Guard to assure maximum readiness in the national defense.

# THE RED CROSS PLAYS SANTA CLAUS

By

TOM STOWE

**C**HILDREN in Germany, American military personnel in that country are learning, get a preview of Christmas on 6 December when Sankt Nickolaus arrives to pass out small gifts such as apples, nuts, candy or small toys. Only children who have been good are the recipients. Sankt Nickolaus dresses somewhat like the American Santa Claus but wears a bishop's cap and accompanying him is Knecht Ruprecht who serves as his helper and is dressed in black. If children have been bad, Sankt Nickolaus tells his helper to put them in the big sack on his shoulder—a threat which is supposed to frighten naughty children into becoming good again.

Instead of hanging up stockings, German children put shoes in front of the door the night before Sankt Nickolaus Day. Some use their own; many use their father's shoes because they are larger. But in either event Old Sankt Nick leaves gifts only if the shoes are clean and shiny.

On Christmas Eve the exchange of larger gifts takes place in German homes, the small children being told that their presents have been brought by the Christ child, not by Sankt Nickolaus. Christmas Day itself is usually the time for visiting and attending religious services. The day following is also observed as a German holiday and many American servicemen who have made friends with German families are accorded a warm welcome.

Most folks, as do the Germans, start planning for Christmas a few weeks in advance, but the American National Red Cross began preparing for its big annual Yuletide program early last spring and the enterprise has been gaining momentum ever since.

Through its field directors and volunteers the Red Cross seeks to brighten the lives of hospitalized Armed Forces personnel and able-bodied servicemen the world over. And while the requirements of patients, wherever they might be, are generally similar, certain oversea theaters present differing problems. Accordingly, the Red

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Cross adapts its normal operations to fill the special needs of servicemen at this season of the year.

In Korea and Japan, major emphasis is placed on gift purchasing and wrapping service for the fighting forces and the sick and wounded. In Germany the Yule season is observed with heavy reliance on traditional native customs. In more remote outposts, Red Cross-sponsored parties and other diversions add a touch of cheer.

Regardless of the form of the observance, the Red Cross provides all of the ingredients for a successful Christmas. As early as last March, orders were placed with commercial vendors for gifts, stockings and decoration kits to be used by Red Cross workers stationed with United States forces overseas. In addition hundreds of Red Cross chapters throughout the United States have made or purchased Christmas gifts for patients in domestic hospitals and for uniformed personnel who will be on the high seas. The program in Zone of Interior hospitals is conducted on a community basis with other organizations presenting their gifts through Red Cross channels.

While the Red Cross Christmas program is largely devoted to assistance to military hospitals, decorations are also provided whenever possible for service clubs, mess halls, libraries and other places where servicemen gather.

At the 155th Station Hospital in Yokohama last year, the attractive display of trees, greens and trimmings caused veteran doctors, nurses, corpsmen and Red Cross workers to reflect back to a far different Yuletide in 1943 when the unit was on duty in subtropical Australia. On that occasion a shea oak—an olive green tree of the tamarack family—served as the lone Christmas tree. With no ornaments available at that time, patients and Red Cross workers fashioned their own from old tin cans from the mess hall.

In the Philippines this year Americans are looking forward to a repetition of last year's Christmas observance when groups of brightly costumed Filipino school teachers carrying lighted lanterns, guitars and violins toured hospitals singing carols in the native language.

In Germany and Austria, Gray Ladies are helping hospitalized servicemen with Christmas shopping and gift wrapping. Under the direction of Red Cross staff members, they arrange parties and distribute gift stockings. In addition, ambulatory patients are given an opportunity to watch or participate in native Christmas celebrations.

An outstanding hospital program was carried out last year at the 97th Army General Hospital at Frankfurt where decorations followed the theme of the Christmas customs of Germany and other European countries. The idea resulted from an advance meeting of military and Red Cross workers with German consultants. Among

the holiday symbols depicted were the Yule log of England, wooden shoes of Holland and the Christmas tree of Germany.

Advance planning will pay off when thousands of American soldiers, sailors, Marines, and airmen fighting in Korea under severe winter hazards enjoy what otherwise would be a drab and cheerless Yuletide. Admittedly, Christmas in a frozen paddy field or a military hospital half a world from home cannot be too much fun, but Red Cross workers are doing their part to add a joyous festive note.

Since early October in Japan, Red Cross volunteers and staff members, in close cooperation with military post exchanges, have been knee-deep in a remote-control Christmas shopping service for members of the Armed Forces in Korea, repeating last year's successful program. Catalogs illustrating a variety of available merchandise were distributed early to men in the combat areas of Korea. From these they selected the gifts which they paid for and asked to have sent to the States. Purchases ranged from billfolds, watches and Japanese dolls to china and frilly underthings for women. Back in Japan their orders were filled, gift-wrapped and mailed by Red Cross volunteers acting as vicarious Santa Clauses.

Gray Ladies helped select appropriate gifts to be sent by servicemen in hospitals in Japan, causing the commanding officer of one to remark last year, "I wonder how many mothers, wives and sweet-



An American Red Cross gift stocking brings a touch of Christmas and home to a hospitalized soldier in Germany.

American Red Cross Photograph

hearts back home realize how fortunate they are that their gifts were carefully chosen by women who know how to satisfy their tastes." As a result, fewer garish dragon-embroidered pillows were sent to the States than at any time since American forces have been in Japan.

This year nearly 40,000 gift-laden stockings will be distributed to oversea patients and several thousand others will go to soldiers, sailors and airmen at points extending from the Arctic Circle to North Africa. In addition 300 large decoration kits have been sent to Red Cross field directors overseas to impart a Christmas atmosphere to mess halls, wards, lounges and the like.

Each of the stockings will have about ten gifts—none costly but all useful and welcome to someone thousands of miles from home. Included are such articles as address book and pencil, hard candy, pen and pencil set, miniature knife and keyholder on a chain, guide books, puzzles, wrapping paper and ribbon—all individually wrapped and packed by volunteers in local Red Cross chapters all over the Nation. The decoration kits include paints, dyes, wrapping and crepe paper, ribbon, ornaments, tinsel, lamps, twine, song sheets and records.

The assistance which the Red Cross extends to servicemen is frequently shared with the less fortunate. In the Azores, for instance, Christmas takes on a real humanitarian flavor as each year American military and civilian personnel take up collections for parties and gifts for indigent children and the aged. Last year \$3000 went for this philanthropic work. Plans were also made to entertain 1500 children from eleven parishes near the United States air base; actually, including the adults, more than 2500 turned out. A highlight of the celebration was the distribution of filled stockings provided by the American Junior Red Cross.

While most Red Cross gifts are intended for the sick and wounded, an effort is made to insure that servicemen in isolated areas of the world are not forgotten at Christmas-time. In the frozen northland—traditional home of Santa Claus—the Red Cross last year arranged to have tree decorations, games and other presents dropped by parachute to sixteen United States airmen at an outpost in Labrador. To them and the many other American soldiers, sailors and airmen far from home at this season of the year, the Red Cross acts as a welcome stand-in for Santa Claus.



# INSPECTORS OF THE COMBAT ARMS

*By*

LIEUTENANT COLONEL JOHN T. COLLIER

ONCE again the combat arms have distinct identities on a high staff and planning level in the persons of the Inspectors of Infantry, of Artillery and of Armor. Appointment of these Inspectors in September 1950 was a step of far reaching importance since it meant that, without in the least detracting from the concept of the combined arms as a combat team, there now exists a "guiding star" for the general efficiency, training and morale of each individual branch.

Old-timers in Army service have observed that the three Inspectors are somewhat reminiscent of the Chiefs of Infantry, Cavalry and Artillery whose offices were eliminated in the Army reorganization of 1942. Actually there is a vast difference between the duties of the new Inspectors and the former Chiefs, just as there is also a marked distinction between their duties and those of the Inspector General. The three Inspectors are staff officers responsible directly to the Chief of Army Field Forces with the specific duties of analyzing current concepts and policies pertaining to personnel, intelligence, plans, operations, organization and training, logistics, weapons and equipment of their respective arms. They are particularly concerned with studying the degree of readiness of tactical units for combat operations.

Their work does not end with determination of the extent of combat preparedness or the uncovering of deficiencies or even with the filing of reports to the Chief of Army Field Forces. Their mission is considerably broader since they are concerned with the adequacy of existing doctrine and adherence to it. They make recommendations leading to increased effectiveness of their respective arms. They are responsible not only for proper employment of existing weapons, organization and tactics but also for studies looking toward improvement in those fields.

The Inspectors, it should be emphasized, do not supersede the various Army Field Forces Boards or service schools as the primary

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source of advice and recommendation in matters of doctrine and materiel. Rather, they represent the Chief of Army Field Forces and advise him on matters of interest to their respective arms.

The offices of the three Inspectors were established on recommendation of Lieutenant General Raymond S. McLain, Army Comptroller, who suggested that such a step would result in a greater recognition of the arms as such. Many younger officers have no first-hand recollection of the pre-war structure of the Army which was then organized into virtually autonomous branches. The chief of each arm or service exercised control over its personnel, organization and equipment, training, service schools and doctrine. But in the reorganization of 1942 the combat branches ceased to exist as separate entities and the Army Ground Forces—forerunner of Army Field Forces—succeeded to most of the former combat branch functions except that of control over personnel. Soundness of the plan is attested by the record of achievement of Army combat forces in World War II, in Korea, and in the fulfillment of postwar requirements of military security.

General Mark W. Clark, Chief of Army Field Forces, in concurring with the proposal of General McLain, wrote that "centralized guidance, direction and coordination in all matters pertaining to each arm are necessary to bring it to the highest state of effectiveness." General Clark noted that assignment of Inspectors for the three combat branches to Army Field Forces would avoid certain disadvantages that were inherent in the former system of providing chiefs of the various arms. The offices of the three Inspectors therefore were established as staff sections in the Office, Chief of Army Field Forces in accordance with policies approved by the Chief of Staff of the Army. No legislation by the Congress was required.

Indicative of the importance and influence of the individual Inspectors are the criteria established for their selection. Each Inspector should have had combat service not only with his own arm but also in actions of the combined arms. He must have a complete knowledge of its characteristics, capabilities and effective employment. Experience as a member of the staff or faculty of the school of his arm is desirable. He must be recognized as a leader, young in spirit and capable of developing new and unconventional ideas. Finally, he must possess an awareness of the importance of other arms and of the closely knit teamwork needed for success in modern war.

Lieutenant General Frank W. Milburn, former commander of I Corps with the Eighth Army in Korea, is currently Inspector of Infantry. He commanded XXI Corps in the European Theater in World War II and later served as acting commander of the Seventh Army.

Major General Charles D. Palmer, former commander of the 1st

Cavalry Division in Korea, is Inspector of Artillery. During World War II, he served as chief of staff of the 11th Armored Division in the United States and as chief of staff of the 2d Armored Division overseas. In October 1944, he became chief of staff of VI Corps in Europe.

Major General John H. Collier, Inspector of Armor, was commander of Combat Command A of the 2d Armored Division in World War II. With that Division from the time of the landing in French Morocco in 1942, he commanded it during the drive on Berlin.

Among the most impressive characteristics of the offices of the Inspectors are the small size of the staff sections and the extent to which the Inspectors themselves are in the field. At present, exclusive of the general officers, there are 12 officers and one warrant officer in the offices of the Inspectors. In addition, a Secretariat of three commissioned officers fills the administrative needs. The Secretariat also coordinates inspection activities of the various other staff sections of the Office, Chief of Army Field Forces.

The Inspectors and their principal assistants spend about two-thirds of their time in the field actually visiting troops. Most units are inspected on a regular schedule approximately twice a year. However, if a unit is alerted or if deficiencies are noted, additional inspections may be given.

In the field the Inspectors observe the state of unit training and note any changes since the previous visit. A conference is then held with the unit commander at which training is discussed and problems are considered. When the inspecting officers return to Fort Monroe, complete reports are submitted to the Chief of Army Field Forces and to appropriate staff sections.

The Inspectors direct the conduct of inspections made by staff sections of the Office, Chief of Army Field Forces and employ technical specialists as needed to insure thoroughness. Thus when an armored division is visited, its signal and communications elements are inspected by officers detailed from the Signal Section of the Office, Chief of Army Field Forces. This insures the efficient, productive use of technicians and allows the Inspectors' sections to operate with a minimum of assigned personnel.

Perhaps the most important results achieved by the appointment of the Inspectors has been the noticeable increase in Infantry-Artillery-Armor cooperation in tactical units throughout the Army. At the same time, the Inspectors have exerted marked influence in the continuing progress of their own arms. They constantly emphasize the requirement that every soldier, regardless of branch, be trained as an infantryman so that he can protect himself and take his place alongside the infantry in emergencies.

Observations in Korea by the Inspector of Infantry confirmed strongly held opinions that time allotted to some of the basic subjects of the Army training program needed to be increased in order to produce combat soldiers with the qualifications required by today's field Army. Largely as a result of his recommendations, considerably more realism has been introduced into Army training activities.

In the revised training program adopted in July 1951, the time devoted to physical training—formerly 16 hours—was almost doubled; 24 hours were added to those already allotted for rifle marksmanship; bayonet training was given more emphasis; close order drill and short speed marches both have been intensified. Night fighting problems, in which flares and ball ammunition are freely used, also are receiving greater emphasis, primarily as a result of recommendations by the Inspector of Infantry.

Upon recommendation by the Inspector of Artillery, substantial increases in ammunition allowances for training have been effected. On a special mission for G4, Department of the Army, the Inspector of Artillery went to France and England in March 1951 and conducted a study of foreign artillery equipment. This study has furnished a basis for comparison of some United States Army developments.

Specific recommendations by the Inspector of Armor have led to the creation of additional armored group headquarters to strengthen supervision over armored training. In addition a complete inventory of tanks available for training and a redistribution based on this study was undertaken to alleviate critical shortages of such materiel. A study of tank range requirements brought forth a long-term plan for developing them. As an interim expedient, tank firing facilities have been provided at the Armored Combat Training Area at Camp Irwin, California.

To get at the root of the problem of excessively large numbers of deadlined tanks, an exhaustive survey of armored units was made in the spring of 1951. Improved maintenance is now correcting that situation; fewer tanks are out of service and for shorter periods.

In so far as their continued responsibilities for training are concerned, the Inspectors of the three arms are the spiritual heirs of the old Chiefs of Infantry, of Cavalry and of Artillery. But while improving the efficiency of their own arms they are also helping to advance the doctrine and practice of combined arms teamwork that spells success in battle.

# THE PRESIDIO'S KILTIE BAND

*By*

SERGEANT KATHRYN L. BROWN

**D**URING ceremonies and on special occasions, the parade ground at the Presidio of San Francisco echoes with the throb and beat of a unique brand of martial music. Pipes skirl and drums beat out the tempo of an old Scottish march. Resplendent in towering, black-plumed shako, the drum major leads the pipers and drummers smartly swinging down the field. Under the California sun, the scarlet and green tartan of the Royal Stuarts moves by in flashing array.

The band is the 701st Military Police Battalion Pipe Band, organized in September 1949 to fill a need for a colorful outfit to augment the ceremonial troops required at Sixth Army Headquarters. At that time the 2d Infantry Division, then at Fort Lewis, was sporting a pipe band as an auxiliary to its regular division band. The kiltie unit looked well, provided fine music and gave the Presidio ideas along the same line. At last reports, the 2d Division's instruments and uniforms were in storage somewhere in Japan and the bandmen are fighting in Korea.

After settling on the handsome tartan of the Royal Stuarts—scarlet banded with dark green and striped with lines of yellow and dark red—a call was sent out for pipers and drummers. Out of the Presidio mists and landscaped patches of purple heather strode Chief Warrant Officer Millard F. Crary, USA, a traditional Scottish piper to the letter, in the disguise of a Signal communications officer. Sandy-haired, ruddy-faced and a scholar of bagpipery and the lore of his distant Scottish forebears, Mr. Crary signed up as Pipe Major and began to gather to the parent Sixth Army Band a coterie of potential pipers and drummers.

Enlisted men stationed in the Bay area and at nearby Fort Ord were invited to try out for the corps and practice began. Six months of arduous huffing and puffing on the pipes and twirling of drumsticks found the new band ready to appear in public. Starting from scratch, a dozen novice pipers now performed creditably on the Great Highland pipes, a considerable achievement in so short a time.

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The drum section demonstrates the precise and intricate stickwork featured by old-time Scottish drummers.

U. S. Army Photograph



Picturesquely military, the Presidio kiltie band is garbed in the tartan of the Royal Stuart clan.

U. S. Army Photograph



By spring of 1950 the band numbered 14 pipers and six drummers with a sizable repertoire of traditional airs and marches. Their dress uniforms—kilts and plaids and forest green doublets and all the other accoutrements of the Highland full-dress uniform—were still en route from Scotland but they could wait no longer. They made their official debut at the Presidio open house reception on Armed Forces Day, 20 May 1950, as the Sixth Army Pipe Band. Drum Major Royce G. Wilson and Bass Drummer Carlos Benedetti were resplendent in many-plumed shakos, while the others wore glengarry bonnets and white spats with olive-drab combat uniforms. The plaid covers on the pipes represented their tartan.

The fame of the pipers grew by leaps and bounds. In the ensuing months they were called on to perform at state and county fairs, conventions, civic and military parades and drives for the American National Red Cross, the March of Dimes and the Community Chest, and to serve with guards of honor. They became familiar figures to radio and television audiences as well. Very soon it was impossible for them to make all the appearances requested by the public.

Piecemeal, the dress uniforms dribbled in from across the sea. In November 1950, more than a year after its official organization, the band stepped out for an Armistice Day parade clad in the complete Highland dress uniform. By now the organization was a success beyond anyone's fondest hopes, easily the most colorful military unit in the entire western area.

During the period of organization and training, the pipe unit formed part of the official Sixth Army Band and was carried on its records. Their training complete, the pipers in April 1951 reverted to their primary duties and are now a component of one of the companies of the 701st Military Police Battalion whose main strength is located at the Presidio. The bandsmen literally wear two hats—the red and white trimmed helmet liner of the Military Police for a full stint of duty and the plumed shakos and Glengarry bonnets of the pipe and drum corps for extra-curricular performances.

Learning to wear the Highland garb properly is almost as difficult as learning to play the pipes. Many a piper has spent hours in front of the full-length mirror in the upstairs hall of the barracks, patiently draping a nine-foot length of cloth over his shoulders in the folds of the traditional "plaidie."

Compared to draping the plaid (pronounced "played"), donning the kilt is simple. The kilt goes on like an apron, only hindwise. The full pleated section, up to seven feet of material depending on the conformation of the man, goes in back and the smooth fronts overlap and buckle into place. But when a laddie comes to drape a plaidie

over his stalwart torso it is a job for two people, preferably one of them a patient wife.

To put on the plaidie each person takes an end of the fringed shawl and stretches it to its full three-yard length, turning the long sides in a neat fold under. Each end is gathered in lengthwise pleats and the wearer catches his end about an arm's length back from the fringe and dangles it from his left shoulder. The long end goes around his back, under the right arm and up to the left shoulder. The short end is tossed to the back, the long end gathered onto the shoulder and the epaulet fastened down. The whole is then secured with a huge silver brooch ornamented with a cairngorn stone, a semi-precious gem highly regarded by the Scots. (For the record, the Presidio pipers admit that their gems are only inexpensive replicas of the true cairngorns.)

While the piper gussies himself up in the plaidie the drummer is privileged to sit back and enjoy the performance; the percussion men must keep both arms free and therefore do not wear the picturesque forerunner of the modern lassie's fashionable stole. But at a dance the piper has the advantage, as he cosily shares his plaidie with his pretty partner during intermissions.

One of the most picturesque uniforms—a black and yellow leopard-skin tunic over doublet and kilts, topped off with a jet-black ostrich-plumed shako—is worn by the bass drummer. Use of the skin tunic started back in the 19th Century when British troops in India employed native pipers and drummers with the regiments. The usual loin cloth costume was not much protection to the bass drummer so he improvised a cover from the handiest material he could come by—the skin of a leopard, which he wore with the grinning head hanging down between his shoulder blades. The practice caught on, became a tradition, and now a century and a half later at an American Army post founded by the Spanish, a Highland drummer of Italian descent drapes his shoulders with an Indian leopard-skin and beats on a drum invented probably by a Cro-Magnon man of prehistoric Europe.

Although Pipe Major Crary was the only man in the outfit with previous experience in wearing kilts, the others took to the knee-length skirts with much aplomb and swagger and with the same pride any soldier finds in his uniform. The kiltie outfits are supposed to be worn only on official public appearances but Crary finds it difficult to prevent the men from donning them for any and all occasions.

Crary became intrigued with bagpipe music as a lad in Massena, New York, when Canadian pipe bands from across the nearby border paraded in his home town on holidays. In 1943 an Army sergeant taught him to play the pipes and he took a set with him when assigned to the 78th Infantry Division in Europe from 1944 to 1946.

Before shouldering the pipes for the Army, Crary blew a regular pipe with the Caledonian Pipe Band in San Francisco. "The bagpipes," he claims, "are the father of the pipe organ and the mother of all wind instruments. Originally all written music was for the pipes—bagpipes."

History notes the use of bagpipes in ancient Persia and their characteristic wailing drone has appeared in most European Mediterranean civilizations since, often in connection with military operations. As a matter of fact a war-whoop on the pipes is so demoralizing to the enemy that the bagpipe is considered not so much a musical instrument as a weapon of warfare. Although it is now accepted as a Scottish instrument, Caesar found Britons using it when he invaded the British Isles back in 55 B. C.

That the old black magic still resides in the pipes was demonstrated during World War II when Highland pipers led the British troops against crack German forces in the battle of El Alamein in the autumn of 1942. In Korea today, Highland pipers in battle dress pipe the British soldiers about their duties, and in the dead of night they strike terror in the hearts of the enemy as their shrill war-cry rings across the 38th Parallel. The Scots call it "pipeological" warfare.

The provocative quality that makes pipe music so appealing to many is accounted for by the peculiar scale universal to bagpipes.



Led by their drum major, the Presidio pipe and drum unit is a colorful part of many military and civic events.

U. S. Army Photograph

Tune the pipe scale to its very close relation, the diatonic A major, and its unique appeal is lost. An almost infinitesimal shade of tone makes the difference.

Fingering of notes is done on the chanter or melody pipe of the instrument with the bass drone and two tenor drone pipes sounding a fixed note an octave apart in unison with it. The chanter is a double reed pipe with the reeds set very deep as in an oboe or bassoon. The eight holes provide a melody range of an octave and one note over. The blow pipe to the mouth is used simply to fill the wind reservoir from which air is fed steadily to the chanter and drones, producing a continuous sound as long as there is air in the bag.

Written bagpipe music looks deceptively simple, being single notes on the treble clef. But between the notes are innumerable grace notes and formations of taorluaths and doublings, sometimes as many as eleven extra notes to a single bar of two-four time. Fingering is the most intricate in variety and nimble in speed of any instrument.

As an added hazard, the melody notes are accented in a style peculiar to the pipes which the novice must practice over and over until he gets in the swing. The drummer, too, must accustom himself to this off-beat rhythm. In fact, to become an expert on the Great Highland pipes takes a robust constitution, inexhaustible patience and a real musician's heart.

But the reward for all the preparation and practice comes each time the kiltie band draws up in formation. The drummers poise their sticks, the pipers skirl experimentally. Now the Pipe Major softly calls the title and a tempo, "Pipes and drums, ready. Up. By the rolls, one, two . . ." And as the unit moves off smartly to the strains of the classic Scottish air, "Brown Haired Maiden," all the preliminary work and practice are resolved in a sight which lifts the spirit, to see a proud tradition reborn on the parade ground of the Presidio.

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There is nothing impossible about the tasks that face us today. We have the resources and we have the skills, and we have the industrial capacity and the confidence and faith to make them work. In this country, we have the most contagious idea in history. Not only do we believe in freedom, we live it.

Our goal is to live at peace with the rest of the world. We hope we will not have to use the great military strength we are building. But every one of us knows that the chances that we will *not* have to use it are vastly better if we *have* the strength than if we fall short or abandon our efforts.

*The Honorable Robert A. Lovett*

# ARMORED COMBAT TRAINING

*By*

LIEUTENANT MILT ROSNER

**R**ANGING over a sprawling, sun-baked section of the Mojave Desert's hills and valleys, tankers of the Nation's reawakened military might are learning all about their newest tools and techniques at Camp Irwin, California, the Armored Combat Training Area.

In its most direct terms, the mission of ACTA—the Armored Combat Training Area—has been set forth by Army Field Forces: to train and perfect tank crews and platoons in combat principles and techniques; and to further integrate this training into company and battalion combat firing problems so that skilled fighting units may emerge ready to take their places in the combat forces team on the field of battle.

The very importance of armor within the combat division, supplying a new brand of mobility and shock, was recognized in the post-World War II overhaul of Tables of Organization. Into the infantry regiment a company of tanks was integrated and in addition the infantry division received a full battalion of armor.

Training of these new units created special problems since adequate instruction in mobility requires extensive and varied terrain; proficiency in gunnery, particularly in utilization of larger caliber tank weapons, can only be obtained through actual firing. To meet these needs, Camp Irwin was reactivated in May 1951.

Located in the Mojave Desert northeast of Barstow, California, and not far from Death Valley, the site's military history stems back to the 1840s when Captain John C. Fremont explored the area for the Army in an attempt to find a route through Death Valley. In later years the site was occupied by an Army camel detachment experiment station. In World War II it served as the Mojave Antiaircraft Range. The post was inactivated in 1948 and, except for an occasional short-term National Guard maneuver, the area was unused.

A variety of factors influenced the selection of Camp Irwin as an armored training area. Its temperature records are among the highest

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*FIRST LIEUTENANT MILT ROSNER, Infantry, is Public Information Officer, Camp Irwin, California.*

of the Nation but the extremely low humidity makes even its 130 degree temperature bearable. Though located in a desert area, abundant underground water is available. Even more important is the fact that the vast reservation offers adequate room for extensive fire and maneuver of armor. Within its many square miles, all uninhabited, impact areas for 90mm guns having wide spans of fire are readily available so that these weapons may be fired at maximum ranges. The topography itself is ideal for tank maneuvering—generally mountainous with broad foothills, slopes and valleys. Lacking in vegetation (always a fire hazard in combat firing areas) the terrain ranges from sand-blown dunes to sheer-faced mountains.

All tank units not organic to armored divisions and currently within the Zone of Interior are slated for a turn through ACTA on a rotation schedule set by Army Field Forces. Normally groups totalling battalion strength will arrive every three weeks and remain for a five-week training period. Eventually it is planned to accelerate the program so as to have a battalion-sized unit arrive every two weeks thus permitting the training of three battalions simultaneously.

Tank units of an infantry division ordered to Camp Irwin bring with them mechanics and maintenance personnel from service companies, officers from regimental and divisional staffs and a noncommissioned officer from each rifle platoon. By providing common training for all, the spirit of the Infantry-Artillery-Tank team is given added impetus.

To carry out ACTA's mission, top-rated supporting troops were assigned permanently to the installation. The 16th Armored Group, with a history extending back to its original designation as the 16th Cavalry Regiment, was ordered reactivated at Camp Cooke, California, in April 1951. The 6019th Area Service Unit was organized for administrative purposes.

From Camp Pickett, Virginia, the 325th Tank Battalion, a New York Reserve unit, was assigned the dual task of providing instructors and maintenance of equipment. The 117th Transportation Truck Company from the California National Guard was slated to handle all transportation problems on a post where instruction areas are located at considerable distances from the garrison area. For field and higher echelon maintenance, the Army's 378th Ordnance Heavy Maintenance Company was dispatched from Fort Benning, Georgia. Satellite units, such as the 1st Army Postal Unit, were also assigned.

Considerable savings are made possible through the use of "resident" tanks and equipment at Camp Irwin. This permanently assigned equipment makes it possible for visiting units to move to and from ACTA without having to bring heavy materiel from their home sta-



tions. Its constant use coupled with ever-present "normal" shortages requires an unusually high type maintenance system. Travel over extreme distances under grueling weather conditions taxes even further the ingenuity of maintenance personnel.

In keeping with the mobility of armor, ACTA training programs are tailored to fit the needs of individual units. The instruction program emphasizes familiarization with new weapons and tanks, gunnery and tactics. The first part of the five-week training period is spent on familiarization and maintenance of newly developed armored equipment and gunnery; instruction the final week is devoted to company and battalion problems.

ACTA training stresses the practical application of armored tactical principles through a series of problems fitted to the varied terrain of the post. The trainees must work out tactical solutions that are correct in such details as routes of advance, firing positions, proper weapons and ammunition utilization on individual targets.

As a platoon arrives at an area for instruction, it is taken through the problem step by step on a terrain model. Following the orientation, advantages and disadvantages of each course of action are discussed and the proper solution is reached. The platoon then mounts the tanks. An instructor accompanies each crew to guide and coach the men. On arrival at the objective, techniques are evaluated and a critique is presented.

After this a new objective is given and the entire process repeated but this time the platoon leader is placed on his own. Following a personal reconnaissance, he takes his unit through a similar problem on new terrain using the lessons just learned. Thus, there is immediate application of the same techniques and principles to a new situation.

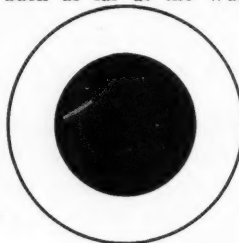
The importance of training is stressed by the Commanding Officer of Camp Irwin, Colonel Maurice E. Kaiser, in his initial briefing to arriving units. "This will be your first, and probably your last, opportunity for unrestricted firing of your main weapons in combat training. The next time you fire, it's the first round that counts!"

With their eyes on that deadline, instructors and trainees alike realize that absorption of the lessons may some day spell survival in battle. Awareness of this vital fact imbues all training at Camp Irwin with a special urgency and significance.

## Guard Divisions

Two more National Guard divisions have recently been ordered into active military service.

The 37th (Buckeye) Division was organized in August 1917 from National Guard units some of which had histories dating back as far as the War of 1812. The Division participated in



37TH DIVISION

the Lorraine, Meuse-Argonne and the Ypres-Lys campaigns of World War I. Called into the Federal service again in October 1940, it was in the Fiji Islands in May 1942 and saw action in Guadalcanal; it broke the Japanese effort to push the Americans off Bougainville, landed on the beaches at Lingayen Gulf, Luzon, and cleared Manila where its men liberated the prisoners from infamous Bilibid prison. The shoulder patch is a brilliant red circle on a circular background of white, adopted from the Ohio state flag. Among its seven Medal of Honor men from World War II was Private Rodger W. Young, hero of the song "The Ballad of Rodger Young." Demobilized in 1945, the Division was later reorganized in Ohio.

Although it wears an old shoulder patch—two blue Arabic 4s back to back against an orange background — the 44th actually is a new Division, organized after World War II to include former "downstate" Illinois elements of the 33d Infantry Division. The original 44th Division was a New Jersey-New York outfit which since World War II has been reorganized as the 50th Armored Division. With one exception the regiments and battalions of the 44th Division earned their World War II battle honors in the Pacific Theater, most of them with the 33d Division. One tank battalion, however, served in the European Theater. The Division's 130th Infantry is the senior regiment in the Illinois National Guard, dating from 1809. Abraham Lincoln, as a captain, commanded one of its mounted companies which participated in the Black Hawk War.



44TH DIVISION

# KOREAN BRAWN BACKS THE ATTACK

*By*

CAPTAIN MARGARET A. MALLMAN

**F**AR from being a vanishing tradition, the stamina of Kipling's Gunga Din is still very much in evidence in the era of atomic power and jet propulsion, particularly in Korea where the humble native pack carrier is proving invaluable in moving supplies through the mountains and paddy fields of that war-torn land.

For thousands of years Asiatics have used A-frames—a wooden frame in the shape of the letter A, with a trough bottom—as their primary method of transporting heavy objects. With the arrival of United Nations forces in Korea, this time-tested method of supply was tactically adopted by front-line units.

The first large-scale employment of Korean natives to carry vital supplies to the forward line troops took place in January 1951 while the divisions of the United States X Corps were fighting in mountainous terrain. The 2d Division, holding the line at Wonju, broke the back of the Chinese Communist offensive. In repulsing enemy attacks, the Division relied on wiry, indefatigable A-frame bearers—native South Koreans used as porters and ammunition carriers.

Early in 1951, General Matthew B. Ridgway, then Eighth Army Commander, anticipated that the heavy spring rains would turn the so-called roads into quagmires and that even the workhorse 2½-ton truck would not be able to plow its way forward with essential food and ammunition. Accordingly he requested that the Republic of Korea National Guard be organized and equipped as a Civilian Transportation Corps for logistical support of front-line units. Nine companies of guardsmen were trained as carriers and moved to the front on 26 March 1951. From that time until mid-June 1951, a total of 85 Civilian Transportation Corps carrier companies of 250 men each were equipped and moved to forward areas and 35 full-strength replacement companies were dispatched to the Corps areas—30,589 carriers and supervisors in all.

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The A-frame bearers usually carry about 50 pounds per man, though many of them have carried loads equalling their own weight and more. Some have transported supplies for as long as 26 hours at a stretch over rough terrain, carrying packs both to and from forward positions. Going up they carry vital supplies; on the trip back they haul salvage and other items. These sturdy men, marching in single file and lustily singing Korean folk songs, are a familiar and welcome sight to United Nations ground forces all along the battlefield.

The work of the A-frame carriers is hazardous as well as exhausting and many of these workers have sustained casualties in reaching the front lines. The bearers are paid at the prevailing rate which all Korean laborers employed by United Nations forces receive. They are given the same food rations as Republic of Korea troops and are also furnished clothing. In addition, they are often given cigarettes and food delicacies by grateful soldiers who depend on them for replenishment of food, water and ammunition.

Even before they were organized into units, individually hired carriers performed feats which greatly aided United Nations forces. In January 1951 a signal relay station was built on top of a 3500-foot hill with the aid of A-frame bearers who carried the equipment through the snow up the steep 60-degree mountain slope. Through their efforts, it was possible to begin operations in a day and a half.

Two months later when the 3d Division was crossing the Han



A Korean laborer carries a heavy load of timber to Engineer troops building a bridge near the 38th Parallel.

U. S. Army Photograph

River, a continuing barrage of mortar fire was laid down as A-frame bearers carried ammunition over broken roads and thawing paddy fields—terrain that wheeled vehicles could never negotiate.

Supplies for the Korean battlefront are normally transported by rail from Pusan to a central railhead where they are broken down to corps and divisions. At division level they are again broken down to regiments and battalions. The transportation problem up to this point is not too difficult since existing road nets make it possible to move supplies and equipment by motor vehicle. The difficulties really begin when the trucks arrive near front-line positions where passable roads do not exist. From this point forward, A-frame bearers carry the vital supplies on foot to company or platoon distribution points and, many times, directly to the men firing the guns.

With natives taking over this task, United Nations combat and service personnel are freed for other missions. Today in Korea it is no longer necessary for troops to act as full-time ammunition carriers. And soldiers along the battlefront are able to get hot meals, cooked in their unit kitchens and carried forward in thermos-type cans, thanks to the men with the A-frames.

The Civilian Transportation Corps is currently being integrated into the newly formed Korean Services Corps. But while the name is changed, the organization's mission continues. Appreciation for the work of the A-frame carriers was epitomized by one United States Army officer who wrote, "The Civilian Transportation Corps company assigned to my unit has served with us through many bitter, hard-fought battles and has acquitted itself in a superior manner each time." Countless United Nations soldiers, who have been resupplied by the A-frame bearers at a time when they were hungry, without water or running low on ammunition, stand ready to reiterate this tribute in all of the languages of the free nations fighting in Korea.

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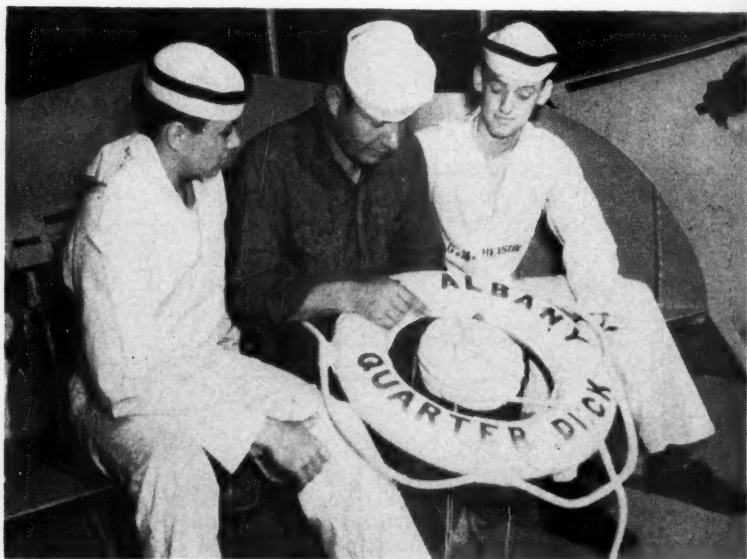
The meaning of Korea is not simply that of a successful military campaign. Korea has been the alarm which stirred our complacent Nation, and other free nations, to the urgency of the threat which confronted us.

*The Honorable Frank Pace, Jr.*



Midshipmen gain practical experience in sighting a 3-inch gun as part of their summer sea duty.

U. S. Navy Photograph



A boatswain's mate shows a group of midshipmen the proper procedure used in rigging a buoy.

U. S. Navy Photograph



# MIDSHIPMEN LEARN WHILE CRUISING

By

JAMES E. KING

To furnish members of its Naval Reserve Officer Training Corps (NROTC) an opportunity to gain practical experience in naval science, the Navy each summer conducts training cruises for midshipmen from the 52 colleges and universities in which NROTC units are established.

Under the Navy's Holloway Plan, students accepted for NROTC training receive a subsidized four-year college education. Those participating in the program may take any course leading to a baccalaureate degree but must study prescribed Naval subjects including mathematics, physics and English. In addition the men are required to participate in two summer cruises and one summer period of aviation and amphibious warfare indoctrination. They must agree to serve on active duty for 24 months as a Navy ensign or Marine Corps second lieutenant upon graduation.

In the following article, an NROTC trainee describes his experiences while on a training cruise aboard the *USS Wisconsin* this past summer.—*Editor*

**O**N 2 June I arrived at Norfolk Naval Base along with 941 NROTC students from fifteen colleges and universities throughout the United States to take the summer training required of NROTC midshipmen. We were put through the processing line and were assigned our billets. The first few hours of our two days at the base were occupied with orientation lectures but the remainder of the time was spent on liberty. Most of us went to Virginia Beach where we picked up various degrees of sunburn and tan before boarding the ships on the morning of 4 June.

While we were in Norfolk, the ships of the training squadron were assembling at Annapolis where 1825 Naval Academy midshipmen embarked. After picking us up at Norfolk, our fleet headed down Chesapeake Bay and out into the Atlantic. Besides our battleship, the *Wisconsin*, there were the flagship *Missouri*, the cruiser *Albany*, the destroyers *Bailey*, *Johnston*, *Corry*, *Noa*, *Shannon*, *Fraser*, *Bauer*, *Shea*, the destroyer transports *Burdo* and *Carpellotti* and the fleet tanker *Elokomín*.

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*JAMES E. KING is a Midshipman, Third Class, in the United States Naval Reserve Officer Training Corps unit at Duke University.*

Immediately upon boarding, we were under command of the ship's officers and the First Class midshipmen, who maintained discipline throughout the cruise. The First Classmen had their first year cruise and their second year period of air and amphibious training behind them, so they were delegated authority to hand out demerits and extra duty for minor misdemeanors. We Third Classmen were reminded that we would be graded both by the First Classmen and by our classmates at the end of the cruise so good behavior was advisable.

The cruise training was divided into three phases—Gunnery, Operations and Engineering. Midshipmen were assigned to divisions corresponding to each phase and each division was divided into four watch sections. Although we changed phases, we retained our group watch sections for the entire cruise. I was assigned to the fourth section in an Engineering division which meant that I would spend the first twenty-one days of training in the fire, boiler, evaporator and generator rooms. We were also assigned to General Quarters and gun firing stations.

Reveille was usually at 0600. Midshipmen not on watch would "turn to" at their work stations for about an hour and would then find a place in the chow line. The regular training day commenced after breakfast when a muster at division parade was held.

Those of us in Engineering were assigned duty stations in the engine spaces. We were integrated as much as possible into the ship's company divisions and we were available for the regular ship's work. Men from the ship's company were always on hand to explain some of the more complicated fireman's duties. We were taught how to change and clean burners, how to operate the various valves, and we learned how hard it is to keep the lower decks shipshape.

We also learned by experience the meaning of such terms as "holystoning," "swabbing" and "scrubbing." Many hours were spent attacking rust with the chipping hammer or wielding the paint brush. Metal polish and brass became synonymous. During brief spare moments the Bos'n might show us a few rope tricks and give us some tips on knot tying.

One period in the day was set aside for General Quarters during which midshipmen in Gunnery and Operations took their gun firing stations while those in Engineering were assigned to below decks stations. Later, during the preparations for actual firing, this procedure was changed. Those in Engineering also went to firing stations and the General Quarters period was used for gunnery instruction of all midshipmen.

The first afternoon period of every day was devoted to seamanship and engineering. Midshipmen in the Operations and Gunnery phases

were taught the use of deck equipment, signals, bridge and navigating equipment, communications and boat handling. Those of us in Engineering were given instruction in the operation and functioning of the generators, boilers, evaporators, pumps and ice machine, and in damage control.

A gun-firing period was scheduled each day during which we manned the permanent gun firing stations assigned to us throughout the cruise. My station was a 40mm mount located on top of the after 16-inch turret. We carried out seemingly endless drills in safety precautions and simulated firing. After we had become thoroughly acquainted with the gun and its function, we were given instruction in how to "drop the block" and clean the gun. Every midshipman in the gun crew took his turn at removing, disassembling, cleaning, reassembling and replacing the breech block.

Midshipmen watches were continuous when under way. All midshipmen, except those in Operations, stood regular ship's watches corresponding to their phase. Watches were four hours long and were rotated four hours on and eight hours off, except for the 1600-2000 hour watch which was split, or "dogged," to allow those on watch to eat supper. Those of us in Engineering stood with the regular ship's watch and, whenever our experience permitted, we were expected to perform the duties of the regular watch. We soon learned what to do when the order to change speed was passed down and after a little practice we were able to carry out orders ourselves.

Watches that we stood in the damage control room taught us a valuable lesson. They consisted mainly of receiving telephone calls from all parts of the ship with regard to opening and closing of the hatches. Only a certain number of hatches could be left open, the number varying according to weather and battle conditions. A violation of the ship's "water-tight integrity" could easily prove disastrous, causing flooded compartments and other mishaps. Water might leak into food stowage compartments, fire rooms and living quarters; men might be injured by slipping on the wet decks and ladders. Our watches in Damage Control taught us a lesson to be remembered.

The Operations watches gave us a basic knowledge of what goes into running a ship. We stood the regular bridge, signal bridge, communication, and lookout watches. On the bridge, or "conn," we learned the duties of the helmsman, quartermaster, Officer of the Deck messenger, telephone talker and radio recorder. While on these watches we also had an opportunity to observe the officers on the bridge and to become acquainted with their duties. Needless to say, we followed their actions with close attention.



Annapolis midshipmen await their turn to board ships bound for Europe on a summer training cruise.

U. S. Navy Photograph



Future Navy officers and regular Navy seamen line up to "holystone" the wooden decks. Midshipmen wear dark-rimmed hats.

U. S. Navy Photograph

When the long-awaited firing began, all midshipmen manned their stations. On our 40mm mount the First Classmen acted as gun captain, pointer, trainer, and also operated the director, while we Third Classmen acted as first, second and third loaders. The 20mm and 5-inch mounts were operated in approximately the same manner. For the first few gun-firing days a target drone was sent up from the *Albany*. The small red plane swooped and dived first off the starboard and then off the port side, giving all gun crews plenty of action. At the beginning very few shells came close to the plane but with each pass the gap closed between the shells and the target. The *Albany* hit the first plane within the first ten rounds fired from one of her 3-inch guns.

The 16-inch and the 5-inch batteries gave us a demonstration, firing at a towed surface target. Plumes of water marked the hits around the target, barely visible on the horizon, and gave us a good idea of the terrific fire power of the battleship's main batteries.

Later when we went to General Quarters for the last time, eight Navy jet planes made passes at our fleet while it was drawn up in an air defense formation. We found that tracking a jet plane is much harder than following the little red drone. This last General Quarters showed how fast and devastating future air-sea warfare will be.

It was early in the morning of 18 June when we sailed through the Firth of Forth and dropped anchor within sight of Edinburgh's famous Forth Bridge. On our first liberty ashore during the five-day visit we found a bank and quickly exchanged dollars for pound notes and smaller currency. We had tea and crumpets in a tea shop, then walked the length of famous Princes Street up the hill to Edinburgh Castle. A kilted guard motioned us through the gate and we were soon looking down on Edinburgh and its surroundings. From the castle we could see Princes Street—dividing line between the "Old Town" and the century and a half old "New Town."

Inside the castle itself are displayed the crown jewels of Scotland which are protected by inches of plate glass and slightly nervous Scots Guards who are quartered in the medieval buildings. After wandering through the castle grounds, we descended the hill and headed back toward Princes Street, en route visiting many of the old shops which line the streets. In one shop we observed the processes of making and playing the renowned Scottish bag pipes. We also visited a pub where some of us took a turn at the dart board, much to the amusement of the local dart players. We dragged our liberty out as long as possible and finally returned to the docks to catch the last liberty boat.

The following day my section was on duty but on the third day

we left the ship to board the train to London. Much of the day was spent on the train, viewing the passing countryside as we munched the contents of box lunches handed out through the courtesy of the Festival of Britain.

Midshipmen were assigned hotels in London and I found myself at National Hotel in Bedford Way. On a motor coach tour, we saw Windsor Castle, Buckingham Palace, Hampton Court, Trafalgar Square, Big Ben and of course Piccadilly. Some of us took time out from the tours to visit the Festival. Many interesting exhibits were to be seen but the majority of us seemed to enjoy the amusement park most of all. The next morning our train left King's Cross Station for Edinburgh. Back on the ship we found mail waiting for us—a perfect ending to our trip.

The following morning we sailed and four days later arrived in the harbor at Lisbon. Most of our four liberty days here were spent at Estoril, a beach resort about a 45-minute train ride away. We stretched out on the sand, soaking up the sun and taking an occasional dip in the ice cold water. We soon found that Lisbon is famous for steaks and strawberries. Huge steak dinners could be had for about a dollar. While we were there Lisbon also was observing a festival and thousands of people in colorful native costumes flocked into the huge square. Dancers swirled about as colored searchlights played on the scene and sky rockets burst overhead. Our last day was mostly spent in shopping and we found filigree silver and Madeira laces in abundance. We sailed on 2 July and on the same day we held our rendezvous with the other ships before proceeding to Guantanamo for gunnery exercises. We left Cuba on 24 July; three days later we docked at Norfolk.

Our training cruise had taken us from Norfolk across the Atlantic to Scotland, south to Lisbon, thence to Cuba and finally—fifty-four days and some ten thousand miles later—back to Norfolk.

Not until I returned home did I realize that the cruise was actually divided into four phases: Engineering, Gunnery, Operations—and Liberty! It could be said that the fourth phase was the International Acquaintance phase. While in Edinburgh, London and Lisbon we were impressed by the genuine feeling of friendship toward us and also by the lack of many necessities which we here in the States take for granted. I hope these Europeans were as favorably impressed by the swarm of curious midshipmen as we were by the friendly crowds of Scots, English and Portuguese. For this was certainly an experience to be remembered. No wonder we look forward with impatience to our next midshipman cruise.



# JAPAN'S TELEPHONE SERVICE GOES MODERN

*By*

CAPTAIN MORTON E. MILLIKEN

**F**AST, efficient telephone service—long an American byword but a rarity in pre-war Japan—is today one of the lasting influences of the United States Army occupation which is helping to transform life in newly constituted Japan.

So far as telephones went in Japan (and according to American standards the few there were did not go any too far) "service" was just a word in the dictionary before World War II. Today, however, it is something that the Japanese want more of—and all because the United States Army Signal Corps has demonstrated that the telephone, far from being the privilege of a select few, is an instrument of vital necessity in business and daily living.

Prior to 1942, efficiency of the Japanese telephone system was at a low level. To complete a long-distance connection frequently required a full day's notice. Only 1,700,000 sets were available to serve the needs of some 80,000,000 Japanese. With the arrival overhead of American B-29s, the service, such as it was, was reduced drastically. By 1945 only about 800,000 sets were left in use while more than 50 exchanges in the larger cities had been destroyed or damaged. In fact, there were scarcely enough telephone facilities to meet the occupation needs, the Americans discovered.

Getting this crippled system back on its feet was a top-priority task for the Signal Corps. Communications had to be provided for hundreds of Army, Navy and Air Force units strung out over the islands from Hokkaido in the north to Kyushu in the south. In its busy Tokyo headquarters the occupation staff alone needed 30,000 telephones. Adding to Signal Corps problems was the fact that Americans expect the best from a telephone. They reacted vociferously when they got an operator who merely kept repeating "*mush-mushi*," the Japanese equivalent of "hello."

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A Japanese repairman learns how to install a telephone connection as demonstrated by an Army Signal Corps expert.

U. S. Army Photograph



Japanese operators work at this Eighth Army long-distance switchboard in Tokyo, one of the largest of its type in the world.

U. S. Army Photograph

In a comparatively short time a revolution was accomplished in Japanese communications. The trouble call rate dropped almost to Stateside levels. An American could call any occupation number in Japan and find American-trained Japanese girl operators making their replies in standard American phrases. "The voice with the smile" was heard in Japan, so faithfully reproduced that it took a practiced ear to catch the faint cherry blossomed accent.

During the five and one-half years of occupation the Signal Corps taught Japanese telephone workers new methods and techniques including the value of preventive maintenance. Previously, for reasons strange to the Western mind, the Japanese never repaired their equipment until it broke down completely. And their inherent frugality prevented them from replacing a worn part until it was certain that it could be of no further use.

Under this system there was always a plague of phone troubles. During the spring rains one year there were 17,000 trouble calls in Tokyo in a single day. Not until the sun dried out the dampened cables was telephone service restored to normal. But a far-sighted Signal Corps officer was determined not to let such a breakdown recur. The next time the city experienced a brisk earthquake, an event quite frequent in Japan, cable maintenance men were ordered to check every manhole in the city for cracks in the cables. As was to be expected, numerous breaks were discovered. These were sealed to prevent seepage from causing trouble during the next heavy rain.

Among the tricks of the trade taught the Japanese telephone workers was an improved method of drying out a damp section of cable. The Japanese method was to set a charcoal burner underneath. This procedure not only took a long time but quite often the insulation was burned off, resulting in more time-consuming repairs. Signal Corps cable men showed the Japanese how to pour hot paraffin into the damp section, thus evaporating the moisture in a fraction of the time without the risk of burning the insulation.

The Signal Corps also showed the Japanese that better management means improved efficiency. When a long-distance circuit went bad, the Japanese had no systematic way of getting at the trouble and correcting it. Every native lineman pitched in and tried his hand at repairs. A kind of happy confusion resulted and hours or days might elapse before the circuit was returned to service. The Americans established a central trouble-shooting agency which speeded up the operation by coordinating efforts to locate the trouble. Now the Japanese are using this system.

The existing Japanese telephone system was a hodgepodge of American, British and German equipment plus other apparatus that

the Japanese had carefully copied. The system had been built piece by piece on a day to day basis. It was not unusual to find duplicating cables along the same route, each laid at different times to handle an additional telephone installation. Other short-sighted methods had put the Japanese telephone engineers in a difficult spot. Today there is a tremendous demand for more telephones in Japan but the capacity of exchanges and central offices is severely limited.

The multitude of small offices has helped snarl Japanese telephone traffic. In Tokyo alone there are some forty different offices, which means that most calls have to be routed through one or more branch offices before they are completed. As a result, during the peak business hours there are not enough lines to interconnect all the exchanges.

By comparison, Oklahoma City, which has slightly fewer telephones than Tokyo, has only seven large exchanges. Today, as a result of American recommendations, the Japanese are building their first 40,000-line office in Tokyo; heretofore they had built nothing larger than a 5000-line office.

Selling the Japanese on new ways of doing things has not been an easy task for the Americans. From the Oriental point of view, it is regarded as a great "loss of face" if the supervisor must correct a subordinate. Invariably the Japanese supervisors recoiled from this distasteful duty until the American supervisors themselves undertook to point out mistakes and make corrections. When Americans took the initiative, neither supervisor nor workman lost face.

With the advent of better telephone facilities during the occupation, the Japanese have seen a kind of service they never had before. And being no different from other peoples in this respect, they liked the results. Now they are demanding even better service. A recent newspaper editorial in Tokyo stated, "After the war the well-developed state of the telephone service in America has gradually come to be perceived and the idea that telephones are a public instrument of the masses has come to permeate general opinion."

Today the Japanese government still runs the telephone system but with this difference. It is now being run for the people. The service sells itself because the customers have seen the benefits and want them.

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# THEY SWEEP THE OCEAN FLOOR

*By*

ROLAND W. CHARLES

**R**AINS descend on a hilltop a thousand miles from the sea. Minute particles of soil trickle down the slopes, washed along by ever-growing streams. Sometimes these itinerant particles race along madly with swollen flood waters. Sometimes the millions upon millions of grains of silt and sand drift dreamily to the lap of the stream, settling layer upon layer. Thus a shoal is born. But even this is but a transient stop, for channels shift, shoals are scoured away and the suspended particles are more or less in a state of continual unrest.

Eventually, most of these gypsy grains of solid earth reach the river mouth where, piled up in countless serried rows, they form that nuisance to shipping known as a sand bar.

Along the seacoast, storm-tossed grains of sand also form bars across harbor entrances, sometimes closing an inlet overnight. Every hour of every day littoral movement of sand is caused by the slap of water onto the shore. As the waves recede, large quantities of sand carom back longitudinally along the shore, settling as likely as not in one of the channels meant for the passage of vessels.

Out in mid-ocean, minute animal life labors unceasingly to build up coral deposits which centuries later become atolls and even large islands. Many a navigator has cursed these treacherous knobs.

This three-pronged attack—by flowing rivers, pounding waves and tiny marine life—is constantly taking place at the very sites where humans strive to keep channels open. Unless the material clogging the river mouth or harbor entrance is removed, shipping is impeded and vital commerce suffers. Waging the continuing struggle to keep our waterways navigable is one of the many tasks of the Corps of Engineers. Staunch ally in this battle is the sturdy dredge, a specially adapted ship capable of moving in and literally clearing away the shoals. Besides Government-owned equipment, the facilities of private dredging firms are frequently utilized under contract.

Whether carried on in a relatively calm inland waterway, in a

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crowded harbor or in a channel exposed to the tumultuous sea, dredging is a job that presents many difficulties even to the experienced. The Corps of Engineers must determine the amount of dredging required; the type of dredge—dipper, ladder, bucket or suction—which is called for; the place and method of disposition of the material which is to be removed; tide and current conditions; and possible interference with normal navigation.

The dredge master not only must comply with the maritime laws and regulations required of every vessel but he has a multitude of other responsibilities as well. Signals must be sounded or displayed; vessel speed must be controlled for effective use of the dredging machinery; the ship must stay within specified horizontal limits; and unproductive over-depth must be avoided. Meanwhile, checking with the dredging machinery operators, he must consider the tide, the constantly changing draft of the vessel, pump speed, drag depth, type and percentage of solids dredged, and so on. Records must be kept; reports must be rendered; grain size and "voids ratio" must be determined and economic load time must be observed.

Since the enactment of the first river and harbor bill in 1824, the Corps of Engineers has cleared for navigation some 28,000 miles of inland waterways and has improved a total of 300 harbors in the United States and its possessions. The work goes on regularly during peacetime, attracting little attention. But during times of national emergency the necessity for keeping waterways open for the stepped-up traffic of men and materials being shipped abroad becomes a matter of vital concern. During wartime, too, the range of dredging operations is extended to include the digging of channels in foreign ports and landing areas.

Typical are the contributions made by three hopper dredges which participated in the thick of action during World War II.

The 215-foot *Hains* left Pearl Harbor in August 1944 for Guam, passing within sight of Japanese-held Rota Island. At Guam, she dredged 140,000 cubic yards of coral and in November, under destroyer escort, she headed for Leyte in the Philippines. There she escaped damage during an air attack and proceeded to dig the channel as planned. Her next assignment was at Tacloban where many wrecks lay, including Japanese ships loaded with explosives. During a month at Tacloban, there were 71 air raid alerts and the gun crew of the *Hains* fired thousands of rounds against enemy aircraft. She is the only dredge officially credited with shooting down two enemy planes. At one time bombs from a Japanese dive bomber struck the dredge, knocking out the ship's radio, breaking all glass and injuring one man, but the sturdy *Hains* continued with her task.

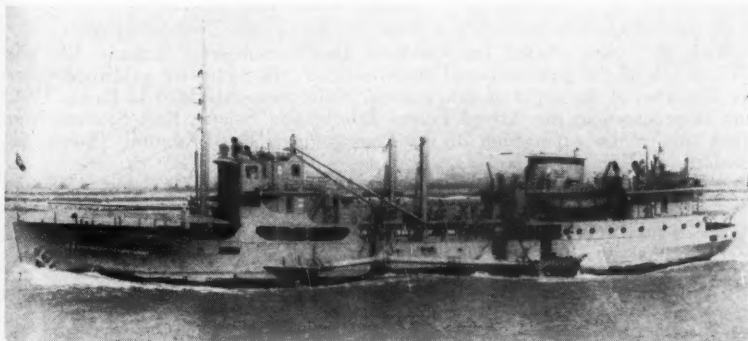


Following Tacloban, the *Hains* was given the job of helping clear Manila Harbor and was among the first American ships to enter Subic Bay in March 1945. Because of the great number of sunken vessels, tangled cable and explosives, the *Hains* could operate only by day and even then her propellers and rudder were frequently damaged.

In all, during World War II, the *Hains* traveled more than 40,000 miles. Upon return to the United States in January 1946, she was transferred to civil works activities of the Corps of Engineers and performed various dredging projects in Florida and in Venezuela. Later she was assigned to the Milwaukee District where she has since regularly operated on Lakes Erie, Huron and Michigan.

Another hopper dredge, the *Mackenzie*, saw nearly three years of wartime service overseas. This Corp of Engineers vessel dredged blasted coral at Midway and Funafuti, at Saipan and Tinian, and at Guam and Okinawa. The coral heads were a constant menace to the ship. Large boulders stove in the dragheads as they bounded along the uneven bottom. Propellers were broken and distorted. Enemy aircraft and tropical storms added to the hazards. Air attacks knocked out the ship's navigation aids. The dredge dragged anchor in one typhoon; in another at Okinawa she was damaged by vessels that drifted helplessly onto her. She herself was grounded on a sunken derrickboat, with one engine room flooded and practically all the dredging machinery torn away from her sides. The *Mackenzie* was refloated and returned to San Francisco at the end of a tow rope early in 1946. Following repairs, she has continued in regular service at West Coast ports. As part of her World War II service, she had swept nearly 3,000,000 cubic yards of material from the ocean floor.

The *Marshall*, a sister ship of the *Mackenzie*, operated in the European Theater. On 7 December 1941 she was called from Charleston,



The 215-foot dredge *Hains*, veteran of World War II action in the Pacific, is still in service.

U. S. Army Photograph

South Carolina, for urgent dredging work in New York harbor where she cleared the channels alongside piers used by large ocean liners. Next, at Bermuda, she moved 5,000,000 cubic yards of material in nine months to create a new ship channel through the encircling reef. Later she joined a convoy to the United Kingdom where she cleared out the approaches to Manchester Ship Canal and Port Sunlight. After a sortie to the French coast shortly after D-Day, she returned to the British Isles where she removed dangerous Lady Shoal at Dundee, Scotland. At one time in this operation she was threatened by storm-loosed mines which had to be sunk by gunfire.

In Belgium, with buzz bombs exploding nearby, the *Marshall* cleared nearly 3,000,000 cubic yards of debris from the Scheldt estuary to provide badly needed port facilities there. She crossed and recrossed the North Sea through mine fields and was the first large vessel of any nation to reach Bremerhaven, Germany, since the early part of World War II. There she freed the silted-in German luxury liner *Europa* and dug a channel to Bremen. The *Marshall's* crew received the Meritorious Service Unit Plaque—the only dredge team in the European Theater to earn that award.

To the three natural forces that continuously act to destroy channels must be added a man-made fourth—war. As an aftermath of World War II, both pipeline and hopper dredges were sent to the Far East to restore deteriorated harbors. Today, as an adjunct to United Nations forces in Korea, vessels of both types are in service, helping to mend the destruction incident to war. In this task, the Corps of Engineers literally moves mountains, even though they may be in pulverized form and beneath the sea.

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With this issue, ARMY INFORMATION DIGEST completes Volume VI. The DIGEST—an official publication of Department of the Army—is published under the direction of the Chief of Information, Major General Floyd L. Parks, USA, and is prepared at the Armed Forces Information School, Fort Slocum, New York, under the supervision of the Commandant, Rear Admiral Thomas H. Binford, USN.

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## ARMY LANDMARKS

### *Fort Belvoir*

The Potomac Peninsula, site of Fort Belvoir, once formed part of a large estate lying between the Potomac and Rappahannock rivers and was known as "The Northern Neck" of Virginia. The tract was granted in 1688 by James II of England to Lord Culpeper and inherited by Lord Thomas Fairfax. Here Colonel Fairfax erected the manor house which he named Belvoir (meaning "beautiful to see") in honor of his ancestral home in England. The mansion burned to the ground in 1783 and in 1814 British war vessels attacking Washington further demolished the foundations which had survived the fire.

The War Department purchased 1500 acres of the estate in 1912 for use as a summer camp and a rifle range by Engineer troops stationed at Washington Barracks, now Fort Lesley J. McNair. At the close of World War I, the Engineer School was moved from Washington Barracks to the reservation, then known as Fort Humphries. A Board of Engineer Equipment—forerunner of today's Engineer Research and Development Laboratory—was established there in 1921.

In 1935 the post was renamed Fort Belvoir after the estate of Colonel Fairfax. A Replacement Training Center for Engineer troops, organized in 1940 and inactivated following World War II, was subsequently reactivated there in 1950.

The Engineer Center established at Fort Belvoir after World War II today comprises a Headquarters, the Engineer School, the Engineer Replacement Training Center and the Engineer Research and Development Laboratory.

(Picture on back cover.)

U. S. Army Photograph



Highway 101, Eastman Center, East 8-1-101



